

The Poor-Law Commissioners intend erecting a new union workhouse at Borrisokane, according to the drawings furnished by their architect, Mr. Wilkinson.

Alterations and additions are to be erected at the church of Coleraine, by the Ecclesiastical Commissioners.

The alterations to Milltown Church, county Dublin, are now entirely completed.

Adjoining the battery of the Royal Cork Yacht Club-house at Queenstown, an extensive building, containing a spacious hall-room, dining, and retiring rooms, is being erected under the direction of Mr. Benson, county surveyor.

A new Presbyterian Church is to be erected at Stewartstown, the designs for which have been furnished by Mr. J. M'Nea, architect, Belfast. Proposals for the execution of the works are being received.

The Board of Superintendence of City Prisons, Dublin, have determined upon the erection of additional buildings at Grangegorman Penitentiary, consisting of bath-rooms, clothes stores, fumigating rooms, &c. Messrs. Butler and Drake are the contractors for the execution of the works, under the Board's architect, Mr. Mulvany.

A new school of design is to be erected at Limerick, and a model agricultural farm at Nunagret, for both which purposes sites have been determined upon by the Government.

The firm of Messrs. Todd, Burns, and Co. have lately added considerably to their establishment in Dublin. The old building formerly known as Ball's Bank was taken down, and a new one, 60 feet long by 50 feet wide, was erected to a height of 62 feet in less than nine weeks; for which expedition the contractors, Messrs. Cockburn and Son, received a premium of 150*l*. In the centre portion is the haberdashery department, with a lantern 40 feet by 25 feet, lighting same. A shawl and cloak-room, 55 feet 6 inches by 14 feet; a tailoring-room, 45 feet by 23 feet; millinery-room, 28 feet by 23 feet, are also added. Over the shop is a wholesale-room, 120 feet by 30 feet; a Manchester-room, 70 feet by 30 feet, &c. Seventy bed-rooms, lighted with gas, are provided. The establishment is 120 feet square. The expense of erecting the new building was 7,000*l*. Mr. William F. Caldwell was the architect.

The Midland Great Western Railway was opened the entire way to Galway on the 1st of August. The inauguration was strictly private, which was contrary to general expectation. The works were commenced early in 1850. The Shannon-bridge, 500 feet in length, is entirely of iron. In the centre bay is a swivel opening for the passage of vessels. There are two spans of 165 feet each, one of 50 feet, and another of 40 feet. The quantity of iron weighs 1,200 tons. The bridge over the river Suck consists of three bays of 75 feet each, formed with Fairbairn's patent box-girders. In the Lough Athalia bridge is a swivel opening 160 feet in length by 34 feet in width, forming two passages for vessels of 60 feet each. The moving portion of the bridge weighs 200 tons, and is worked by a hand gearing. In eighteen months the seventy-seven additional miles were completed. Mr. Hamann is the engineer-in-chief, and Mr. Dargan the contractor. The terminus of this railway at Dublin is situated at the extremity of Upper Dominick-street. The front of the building, which is the director's house, faces Constitution-hill. According to our correspondent, it is a composition of Egyptian architecture intermingled with Grecian. The entire frontage of the house is 131 feet 6 inches. At a distance of about 51 feet from rear quoin of director's house are two gateways at either side, which form the connecting link between the director's house and the station offices. Those on the east wing are the entrances to booking and parcel offices, and those on the west are intended for the entrance and exit of vehicles in conveying passengers from arrival platform. The gateways are 12 feet 6 inches wide, and 20 feet high, and in the centre of a massive pier 13 feet in width, with a centre projection 9 feet wide. The entire length of the side elevation, inclusive of gateways at terminations of colonnade and director's house, is about 390 feet. The

exterior of the building is entirely erected of finely-chiselled granite, supplied by Mr. Patrick Ollagan, of Ballynocks, county Wicklow, from whose quarries the stone lately used in the erection of the Great Southern and Drogheda Railway termini were procured. The interior of director's house is approached through a hall 27 feet 6 inches square, with four arched, 14 feet 6 inches high at either side, having semicircular-headed niches on a pedestal in the intercolumns. Total height, from floor of hall to top of dome, is about 58 feet. Behind the hall and gallery are vestibules leading to the principal staircase, 25 feet 6 inches by 19 feet. The entire buildings have been contracted for by Messrs. Cockburn and Son; and the total expense of erection will be about 24,000*l*. Mr. Mulvany is the architect.

THE RISING ARCHITECTS OF BRISTOL.

Sir,—I attended the meeting of the Archaeological Institute at Bristol, of which you have recently given an account, and was much vexed and annoyed by the conduct of four or five young architectural students or assistants who were present on several occasions, and whose want of modesty seemed only paralleled by their want of knowledge and good taste. Their running commentaries during Mr. Willis's paper on Wells cathedral, such as "That's another mistake!"—"I don't believe a word of it!"—"All wrong together," &c. &c. would alone prove my position to those who heard them. Do let me tell these persons that this is not the spirit with which they should listen to men striving to communicate information on subjects to which they have directed their attention, even when they may not agree with those opinions; and that when they know a little more, they will be sorry for the indications they gave of their present shallowness, and the absence of gentlemanly feeling.

AN OLD PROFESSOR.

BOOKS.

Murray's Handbook of Modern London: or, London as it is. Murray, Albemarle-street. 1851.

THERE seems to be a determination on the part of publishers and authors to render every successive book on London an improvement on all that have gone before it. For promptness of reference in the midst of multiplicity of information, we have seen nothing—by a long chalk—like the present volume. We have here the quintessence of the larger work on London by the same able and accurate author, Mr. Cunningham, with a vast quantity of new matter useful to all who visit the metropolis, instead of what was interesting only to the antiquary; and yet, although devoted to London as it is, no prominent point of older interest is neglected: even in the very excellent idea, here carried out, of tracing on simple diagrams numerous sections of street-thoroughfare and river route, square, circus, park, and suburb, not only are the modern points of interest notified, but the ancient also. Here, for instance, lived Addison once, in a garret: there lived Girdling Gibbons; Inigo Jones was buried here—and so on: but chiefly the notes relate to the purposes and the residents of modern buildings; and, to strangers, how interesting must it be to know that here lives the Premier—there is the late Sir Robert Peel's residence—in this square or in that reside a whole list of men whose names are "familiar as household words." These diagrams, however, are but the indices to a vast omnigatherum of detail in the body of the book, which also contains a clue map to the whole and ground-plans of many of the principal buildings. To enable visitors to "eat, drink, and be merry,"—to live in the fastest possible manner—in the better acceptance of such a phrase,—to make the most of a flying visit, in short,—there seems to be here every thing necessary in the way of guidance and advice, so that now may the stranger, by the aid of a Mentor to be trusted, have something like such an entire command of this metropolis as Galignani's, for example, gives to the Englishman in Paris.

The author, indeed, has worked in the spirit of a suggestion thrown out by the *Times*, that such a book was still a desideratum, and he has not only laid the foundation, but pretty well built up the framework, which doubtless needs but occasional touches by the same skilled and experienced hand to render it complete. The volume is, notwithstanding its varied contents, a small pocket volume, and printed in clear and readable type.

*Shall we spend 100,000*l*. on a Winter Garden for London, or in endowing Schools of Design?* By FRANCIS FULLER, one of the Executive Committee of the Great Exhibition. London: Ollivier.

If it really were a question between retaining a covered resort in Hyde-park, and extending the advantages of Schools of Design and improving their management, we should not hesitate to let the great glass building go at once, to secure the second. But surely it is not so: there is no reason in the world but the apathy and ignorance of our legislators, why we should not have increased means of obtaining knowledge of the principles of design afforded, quite irrespective of retaining or not the building in the park: nor is it by any means certain that if we were to give up that, we should obtain the other.

Mr. Fuller says,—

"The Schools of Design established in London, Birmingham, Manchester, Sheffield, and various other localities, since 1836, on the recommendation of a committee of the House of Commons, miserably mismanaged, and grudgingly and stingily supported, have already produced a number of artists of no mean merit, as several departments of the Exhibition prove. But not only are these schools much too few in number, but so ill supported, that in almost every one the study of the true principles of design, applied to manufactures, is literally a pursuit of knowledge under difficulties."

In France and in Prussia, drawing forms part of the regular course of education of every common school, while the special subject of art applied to manufactures, is taught in all the chief towns."

We cordially concur in the writer's desire, that the same advantage should be given in England. We have often urged it in times gone by.

The Traveller's Library: Pitt, Earl of Chatham. By T. B. MACAULAY. Longman and Co. 1851.

THREE shilling treats to travellers—by rail, of course, or at least by stean, for what other travelling is there nowadays—are beyond all comparison the best possible in quality as well as quantity, and we rejoice to find such wholesome provender for the mind replacing, at our railway stations, all those febrile and disgusting "Mysteries" of Paris and London—Monte Christo—and what not, wherewith the imaginations of at least the less elderly and sensible order of railway travellers, as well as others, have heretofore been polluted and their taste depraved.

Curiosities of Industry and the applied Sciences. Part I. Glass and its manufacture: and Iron and its manufacture. By GEORGE DODD, Knight, Fleet-street.

THIS pamphlet, though of interest as a distinct work, forms a supplement to the "National Cyclopaedia" and to the "Cyclopaedia of Industry of all Nations." It contains much interesting and curious matter, especially on the subject of glass and its manufacture, matter popularly and pleasantly worked out under the superintendence of an intelligent mind, and not a mere compilation of what has been already said on the subjects of which it treats. Some remarks on the improvement of glass-staining are especially worthy of the attention of practical men.

THE MAYOR'S CHAPEL, BRISTOL.—Our view last week represented Sir John Poynt's Chapel, as our readers, without doubt, inferred, although it was not distinctly stated. The fireplace is modern.